

6. FAUNTLEROY–SOUTHWORTH

The Fauntleroy-Southworth route is the cross-sound segment of the Fauntleroy-Vashon-Southworth group of routes that share vessels. It connects south Kitsap County to mainland King County via West Seattle. This route is 4.1 nautical miles across and frequently includes a scheduled stop at North Vashon Island depending on the day of the week, time of day and travel direction. In 2003, average daily vehicles and drivers totaled about 1,478 and passengers numbered 1,056 for total ridership of 2,534. These annual averages are approximately the same as those from 1999.

During October 2003, average daily ridership totaled 2,389, or about 14% lower than that observed in October 1999. PM peak period ridership on the survey day, October 15, 2004, was estimated via boarding counts at 1,090 patrons, versus 1,015 in 1999, or an increase of 7.4%. Given the flat or downward ridership trends on other cross-sound routes due to a series of recent fare increases, some of this increase may be attributable to a relative shift in cross-sound travel from other routes, such as Seattle-Bremerton and Seattle-Bainbridge, which received proportionately larger fare increases.

6.1 TRIP MAKING INFORMATION

Weekday Trip Statistics

Weekday trip statistics presented here are grouped into three topics:

- Trip purpose and usage frequency;
- Origin and destination types; and
- Travel modes.

The focus of these results is primarily on the PM peak survey period, contrasting the peak results to the PM non-peak period for key items such as trip purpose and wait times.

Trip Purpose

Table 6-1 and Table 6-2 summarize the trip purpose and frequency of use during the 2003 and 1999 weekday PM peak period. Responses have been aggregated into several major categories, including work/school/business commute, medical appointment/personal business/other travel and travel for social/recreational/shopping/sight-seeing purposes.

The majority of riders on this route during the weekday PM peak period were traveling for work/school/business purposes, at 84% in 2003, up from 76% in 1999. However, the increase in work/school/business trips has come at the expense of discretionary trips (social/recreational/shopping/sightseeing), which have declined from 18% in 1999 to 7% in 2003.

As expected, riders in the work/school/business category were traveling quite frequently, riders reporting 6 to 9 one-way rides in the past week has increased from 11% in 1999 to 23%

in 2003. However, riders reporting 10 or more one-way trips during the past seven days are down slightly from 59% in 1999 to 52% in 2003. However, frequency increases in the 6 to 9 one-way rides category off-sets the reduction for an overall increase in trip frequency during the 2003 PM peak period.

Table 6-1
Trip Purpose and Frequency of Use Distribution
Fauntleroy-Southworth – Weekday PM Peak Period (2003)

<i>Frequency of Use / Trip Purpose</i>	<i>Work/School/ Business Related</i>	<i>Medical Appt./ Personal Business/ Other</i>	<i>Social/ Recreational/ Shopping/ Sight-seeing</i>	<i>All Trip Purposes</i>	<i>Expanded Ridership Total</i>
1st Ride in Past 7 Days*	1.1%	11.4%	23.9%	3.5%	39
2 to 5 Rides in Past 7 Days	21.9%	50.1%	54.8%	26.7%	291
6 to 9 Rides in Past 7 Days	22.8%	8.2%	4.3%	20.2%	220
10 or More Rides in Past 7 Days	51.6%	30.3%	10.9%	46.9%	511
No Answer	2.7%	0.0%	6.0%	2.7%	29
Totals	100.0%	100.0%	100.0%	100.0%	1,090
Overall Trip Purpose Distribution	84.2%	9.1%	6.8%	100.0%	
Expanded Ridership	917	99	74	1,090	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Table 6-2
Trip Purpose and Frequency of Use Distribution
Fauntleroy-Southworth – Weekday PM Peak Period (1999)

<i>Frequency of Use / Trip Purpose</i>	<i>Work/School/ Business Related</i>	<i>Medical Appt./ Personal Business/ Other</i>	<i>Social/ Recreational/ Shopping/ Sight-seeing</i>	<i>All Trip Purposes</i>	<i>Expanded Ridership Total</i>
1st Ride in Past 7 Days*	9.5%	24.1%	29.0%	13.8%	140
2 to 5 Rides in Past 7 Days	20.4%	58.2%	57.4%	29.2%	296
6 to 9 Rides in Past 7 Days	10.7%	11.4%	4.1%	9.6%	97
10 or More Rides in Past 7 Days	58.7%	0.0%	1.8%	45.2%	459
No Answer	0.7%	6.3%	7.7%	2.3%	23
Totals	100.0%	100.0%	100.0%	100.0%	1,015
Overall Trip Purpose Distribution	76.4%	5.6%	18.0%	100.0%	
Expanded Ridership	776	57	182	1,015	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Table 6-3 and Table 6-4 summarize the trip purpose and frequency of travelers during the weekday PM non-peak period for 2003 and 1999, respectively. Work/school/business was the most common trip purpose in both years, but this trip purpose has decreased in 2003 to 61%, down from 71% in 1999.

In general, riders during the PM non-peak period were not traveling as frequently as those traveling during the PM peak period, but PM non-peak ridership frequency have increased since 1999. Nearly 51% of PM non-peak riders reported six or more one-way rides in the past seven days, up from 36% in 199. The increase in frequency is particularly seen in the trip category of medical appt/personal business/other.

Table 6-3
Trip Purpose and Frequency of Use Distribution
Fauntleroy-Southworth – Weekday PM Non-Peak Period (2003)

<i>Frequency of Use / Trip Purpose</i>	<i>Work/School/ Business Related</i>	<i>Medical Appt./ Personal Business/ Other</i>	<i>Social/ Recreational/ Shopping/ Sight-seeing</i>	<i>All Trip Purposes</i>	<i>Expanded Ridership Total</i>
1st Ride in Past 7 Days*	7.9%	9.0%	7.2%	8.0%	46
2 to 5 Rides in Past 7 Days	28.2%	56.6%	68.5%	41.3%	236
6 to 9 Rides in Past 7 Days	30.4%	13.3%	4.7%	22.2%	127
10 or More Rides in Past 7 Days	33.5%	21.0%	19.6%	28.4%	162
No Answer	0.0%	0.0%	0.0%	0.0%	0
Totals	100.0%	100.0%	100.0%	100.0%	572
Overall Trip Purpose Distribution	60.7%	22.7%	16.6%	100.0%	
Expanded Ridership	347	130	95	572	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Table 6-4
Trip Purpose and Frequency of Use Distribution
Fauntleroy-Southworth – Weekday PM Non-Peak Period (1999)

<i>Frequency of Use / Trip Purpose</i>	<i>Work/School/ Business Related</i>	<i>Medical Appt./ Personal Business/ Other</i>	<i>Social/ Recreational/ Shopping/ Sight-seeing</i>	<i>All Trip Purposes</i>	<i>Expanded Ridership Total</i>
1st Ride in Past 7 Days*	16.0%	38.8%	45.9%	23.3%	125
2 to 5 Rides in Past 7 Days	36.9%	33.9%	54.1%	38.0%	204
6 to 9 Rides in Past 7 Days	10.7%	14.0%	0.0%	10.3%	55
10 or More Rides in Past 7 Days	35.1%	6.6%	0.0%	26.2%	140
No Answer	1.3%	6.6%	0.0%	2.2%	12
Totals	100.0%	100.0%	100.0%	100.0%	535
Overall Trip Purpose Distribution	71.0%	19.0%	10.0%	100.0%	
Expanded Ridership	380	102	53	535	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Trip Origin and Destination Types

Trip origins and destinations by direction are presented in Table 6-5 and Table 6-6 for 2003 and 1999 results, respectively, for the weekday PM peak period. Similar to the Fauntleroy-Vashon route, the vast majority of riders were traveling from work/school to their home with most heading westbound.

This route appears to have become more westbound directional, with westbound (to island) trips increasing from 69% to 79% of all PM peak period travel. In the eastbound direction, PM peak trips from work/school to home increased from approximately 31% to 45% of all trips, while trips from other to home have decreased to 17%, down from 34% in 1999. This may suggest growth in commute trips to/from jobs on the Kitsap Peninsula, as eastbound is the “reverse commute” direction during the PM peak period. In general, 2003 westbound travel origin and destinations have remained very similar to those found for 1999.

Table 6-5
Trip Origin and Destination Types by Direction
Fauntleroy-Southworth – Weekday PM Peak Period (2003)

<u>Origin & Destination Types</u>		<u>Destination Shares Across All Origins:</u>			<u>Expanded Ridership Total</u>
<u>Origin Place</u>	<u>Destination Place</u>	<u>Eastbound Trips</u>	<u>Westbound Trips</u>	<u>Both Directions</u>	
Home	Home	0.0%	0.0%	0.0%	0
	Work/School	12.0%	1.8%	4.0%	44
	Other	20.7%	0.6%	4.9%	53
Work/School	Home	44.7%	87.9%	78.6%	857
	Work/School	1.1%	0.0%	0.2%	2
	Other	2.0%	1.0%	1.3%	14
Other	Home	16.7%	6.8%	9.0%	98
	Work/School	0.7%	0.0%	0.1%	2
	Other	2.0%	1.8%	1.9%	21
Totals		100.0%	100.0%	100.0%	1,090
Travel Direction Distribution		21.5%	78.5%	100.0%	
Expanded Ridership		234	856	1,090	

Table 6-6
Trip Origin and Destination Types by Direction
Fauntleroy-Southworth – Weekday PM Peak Period (1999)

<u>Origin & Destination Types</u>		<u>Destination Shares Across All Origins:</u>			<u>Expanded Ridership Total</u>
<u>Origin Place</u>	<u>Destination Place</u>	<u>Eastbound Trips</u>	<u>Westbound Trips</u>	<u>Both Directions</u>	
Home	Home	5.6%	0.8%	2.3%	23
	Work/School	14.2%	0.5%	4.7%	48
	Other	12.7%	0.5%	4.2%	43
Work/School	Home	30.7%	85.1%	68.4%	694
	Work/School	0.0%	0.3%	0.2%	2
	Other	2.5%	2.8%	2.7%	28
Other	Home	34.2%	8.1%	16.1%	163
	Work/School	0.0%	0.0%	0.0%	0
	Other	0.0%	2.0%	1.4%	14
Totals		100.0%	100.0%	100.0%	1,015
Travel Direction Distribution		30.7%	69.3%	100.0%	
Expanded Ridership		312	703	1,015	

Travel Modes

This section presents the survey responses related to trip patterns, boarding method and, for walk-boardings, modes of access and egress, all of which are aggregated across both travel directions.

Table 6-7 and Table 6-8 identify the access and egress mode as well as the boarding method during the weekday PM peak period. The most common boarding method of ferry riders in 2003 was in a vehicle. However, unlike the Point Defiance-Tahlequah and Fauntleroy-Vashon routes, the PM peak in-vehicle ridership appears to have decreased slightly, down from 76% in 1999 to 72% in 2003.

Walk-on ridership, as a percentage of total ridership, is slightly greater than was found in 1999, at 28% compared to 24%. All other aspects of travel modes in the 2003 PM peak period on the Fauntleroy–Southworth route are very similar to those found in 1999.

Note that in some cases, the results for access and egress responses are not always as statistically robust as for other survey questions. In many instances these questions can be confusing to the survey respondent and they may skip them, or respondents may run out of time. As a result of potential errors and/or incomplete responses, apparent differences in access/egress results between 1999 and 2003 may overstate the true differences.

Table 6-7
Access Mode to Ferry – Boarding Method – Egress Mode from Ferry
Fauntleroy-Southworth – Weekday PM Peak Period (2003)

<i>Access Mode to Ferry Terminal</i>	<i>Percent Distrib.</i>	<i>Boarding Method</i>	<i>Percent Distrib.</i>	<i>Mode Shares</i>	<i>Egress Mode from Ferry Terminal</i>	<i>Percent Distrib.</i>
Pedestrian/Bicycle	6.7%	Walked-On		27.7%	Pedestrian/Bicycle	6.0%
By Vehicle*	37.5%	Pedestrian	98.3%		By Vehicle*	64.3%
By Bus or Shuttle	55.8%	Pedestrian w/ Bicycle	1.7%		By Bus or Shuttle	29.7%
Total	100.0%	Total	100.0%		Total	100.0%
In-Vehicle	100.0%	In-Vehicle		72.3%	In-Vehicle	100.0%
		Vehicle Drivers*	73.1%			
		Vehicle Passengers	26.9%			
		Total	100.0%			
Total				100.0%		
Expanded Ridership Total				1,090		

* includes motorcycles

Table 6-8
Access Mode to Ferry — Boarding Method — Egress Mode from Ferry
Fauntleroy-Southworth — Weekday PM Peak Period (1999)

<i>Access Mode to Ferry Terminal</i>	<i>Percent Distrib.</i>	<i>Boarding Method</i>	<i>Percent Distrib.</i>	<i>Mode Shares</i>	<i>Egress Mode from Ferry Terminal</i>	<i>Percent Distrib.</i>
Pedestrian/Bicycle	11.9%	Walked-On		23.8%	Pedestrian/Bicycle	9.9%
By Vehicle*	38.7%	Pedestrian	99.1%		By Vehicle*	69.7%
By Bus or Shuttle	<u>49.4%</u>	Pedestrian w/ Bicycle	<u>0.9%</u>		By Bus or Shuttle	<u>20.3%</u>
Total	100.0%	Total	100.0%		Total	100.0%
In-Vehicle	100.0%	In-Vehicle		76.2%	In-Vehicle	100.0%
		Vehicle Drivers*	67.9%			
		Vehicle Passengers	<u>32.1%</u>			
		Total	100.0%			
Total				100.0%		
Expanded Ridership Total				1,015		
* includes motorcycles						

6.2 GEOGRAPHIC TRAVEL PATTERNS

This section provides tables and map figures which present the locations for ferry user trip origins and destinations. PM peak period origin-destination (O-D) trip tables by travel direction are presented as expanded PM peak ridership volumes and distributions for all modes, as well as for walk-on and in-vehicle boardings. The trip tables for all modes are followed by tables indicating the differences between 1999 and 2003. Complementing the trip tables are two sets of map figures. The first set shows the geographic flows of origins and destinations, including route district percentage distributions, for all trips by direction. These maps also include a pie chart for each district, indicating the boarding mode split by walk-on and in-vehicle boardings for trips originating from or destined to each district. The second set of maps illustrates the directional densities of trip origins and destinations, using different pinpoint symbols to delineate walk-on and in-vehicle boarding methods.

Weekday PM Peak Period Trip Patterns

The Seattle CBD was the most frequent origin for westbound travel during the weekday PM peak period with 32% of total ridership during the 2003 survey (see Table 6-9 and Figure 6-1). In 1999, the most popular origin was also the Seattle CBD with 28% of the total and the most common destination was the Other South Kitsap County district with 72% of the trips. For 2003, this destination district attracted 84% of all trips. As shown in Table 6-10, the most significant change occurred for trips originating in South Seattle, with a 256% increase between 1999 and 2003. Trips destined for Other Central Kitsap County decreased by 68%.

The most popular destination for eastbound travel (all boarding modes) for the weekday PM peak period was West Seattle, capturing 39% of the total trips in 2003. This is in contrast with 1999, when the Seattle CBD was the most frequent destination with 20% of all trips. In 1999, 35% the trips originated from the Other South Kitsap County district and this number increased to 47% in 1999 as seen in Table 6-11 and Figure 6-2. Trips originating in Greater Bremerton increased considerably, accounting for 11% of PM peak period, accounting for 11% of trip in 2003, compared to 3% in 1993 (an increase of 221%, as shown in Table 6-12).

Table 6-13 and Table 6-14 summarize origin and destination shares specific to mode -walk-on boardings and in-vehicle boardings. The most common destination westbound for those walking on the ferry during the weekday PM peak period was the Other South Kitsap County district (with an 87% share). For in-vehicle boardings, the most popular destination was also the Other Sound Kitsap County district with 83% of the total for westbound travel. This information can be seen graphically in Figure 6-3. Approximately half of all walk-on trips originated in the Seattle CBD in 2003, while 23% of all in-vehicle riders originated in the Seattle CBD.

Eastbound PM peak period trip origins and destinations by boarding mode can be seen in Figure 6-4. The West Seattle district captured 53% of the walk-on riders and 36% of in-vehicle riders in the eastbound direction, as shown in Table 6-15 and Table 6-16. The most common eastbound trip origin for both walk-on and in-vehicle riders was Other South Kitsap County, with 80% and 41% of all trips, respectively.

Table 6-9
Fauntleroy-Southworth O-D Trip Table
Weekday PM Peak Period – Westbound – All Boarding Modes (2003)

ORIGIN	DESTINATION	West Pierce County	Mason County	Jefferson/Callam Counties	Greater Port Orchard	Other South Kitsap County	Greater Bremerton	Other Central Kitsap County	All Other Places	Origin Totals	Origin Shares
		718	720	721	722	723	724	725	727		
Seattle CBD	701	10			21	233	5		2	271	31.6%
Seattle Industrial Area	702	6	4		7	89				106	12.4%
Seattle Boeing Field	703				4	22				27	3.1%
South Seattle	704				4	30	5			39	4.6%
West Seattle	705	5			2	46	4			57	6.6%
Capitol Hill	706		2			4				6	0.7%
Queen Anne-Lake Union/Magnolia	707	14	4		4	73				96	11.3%
University District	708					17				17	2.0%
Ballard-Green Lake	709	5				19				24	2.8%
North Seattle/Northgate/Sand Point	710									—	0.0%
Bothell-Kirkland/Redmond	711					32				32	3.8%
Greater Bellevue/Mercer Island	712				5	37				42	4.9%
SeaTac	713				2	47	5			54	6.3%
Kent-Auburn/Federal Way	714	2				7				9	1.0%
Renton/Issaquah	715					35		5		40	4.7%
Other West King County	716					7				7	0.8%
West Snohomish County	717					10		4		14	1.7%
All Other Places	727			4		9				14	1.6%
Destination Totals		42	11	4	50	718	19	9	2	856	100.0%
Destination Shares		4.9%	1.2%	0.5%	5.9%	83.9%	2.2%	1.1%	0.2%	100.0%	

Table 6-10
Fauntleroy-Southworth O-D Trip Table Differences 2003 vs. 1999
Weekday PM Peak Period – Westbound – All Boarding Modes

ORIGIN	DESTINATION	West Pierce County	Mason County	Jefferson/Callam Counties	Greater Port Orchard	Other South Kitsap County	Greater Bremerton	Other Central Kitsap County	All Other Places	Origin Totals vs. 1999	Origin Growth % vs. 1999
		718	720	721	722	723	724	725	727		
Seattle CBD	701	+1	-2		-15	+95	-9		+2	+71	35.7%
Seattle Industrial Area	702	+6	+4		+7	+27				+44	71.2%
Seattle Boeing Field	703		-3		+1	-8				-10	-27.5%
South Seattle	704				+2	+24	+5	-3		+28	255.8%
West Seattle	705	+5	-3		-4	+8	+4	-2		+8	15.9%
Capitol Hill	706		+2			-7				-5	-44.4%
Queen Anne-Lake Union/Magnolia	707	+14	+2		+1	+44				+61	175.0%
University District	708				-5	+8		-3		+1	3.6%
Ballard-Green Lake	709	-8			-7	-4		-14		-33	-57.9%
North Seattle/Northgate/Sand Point	710	-3			-3	-10	-2			-19	-100.0%
Bothell-Kirkland/Redmond	711	-3			-6	+24				+15	85.0%
Greater Bellevue/Mercer Island	712				-3	-12	-13	-3		-32	-43.1%
SeaTac	713		-2		-1	+5	+2	-3		+0	0.4%
Kent-Auburn/Federal Way	714	+2	-3			+7				+6	175.7%
Renton/Issaquah	715				-2	+10		+5		+12	44.8%
Other West King County	716					+7				+7	N/A
West Snohomish County	717				-3	-8		+4		-7	-31.5%
All Other Places	727			+4		+1				+5	56.7%
Destination Totals vs. 1999		+14	-6	+4	-38	+211	-14	-20	+2	+153	21.8%
Destination Growth % vs. 1999		48.2%	-36.1%	N/A	-42.8%	41.5%	-42.1%	-68.4%	N/A	21.8%	

Figure 6-1
Fauntleroy to Southworth (Westbound) PM Peak Trips
by Boarding Mode

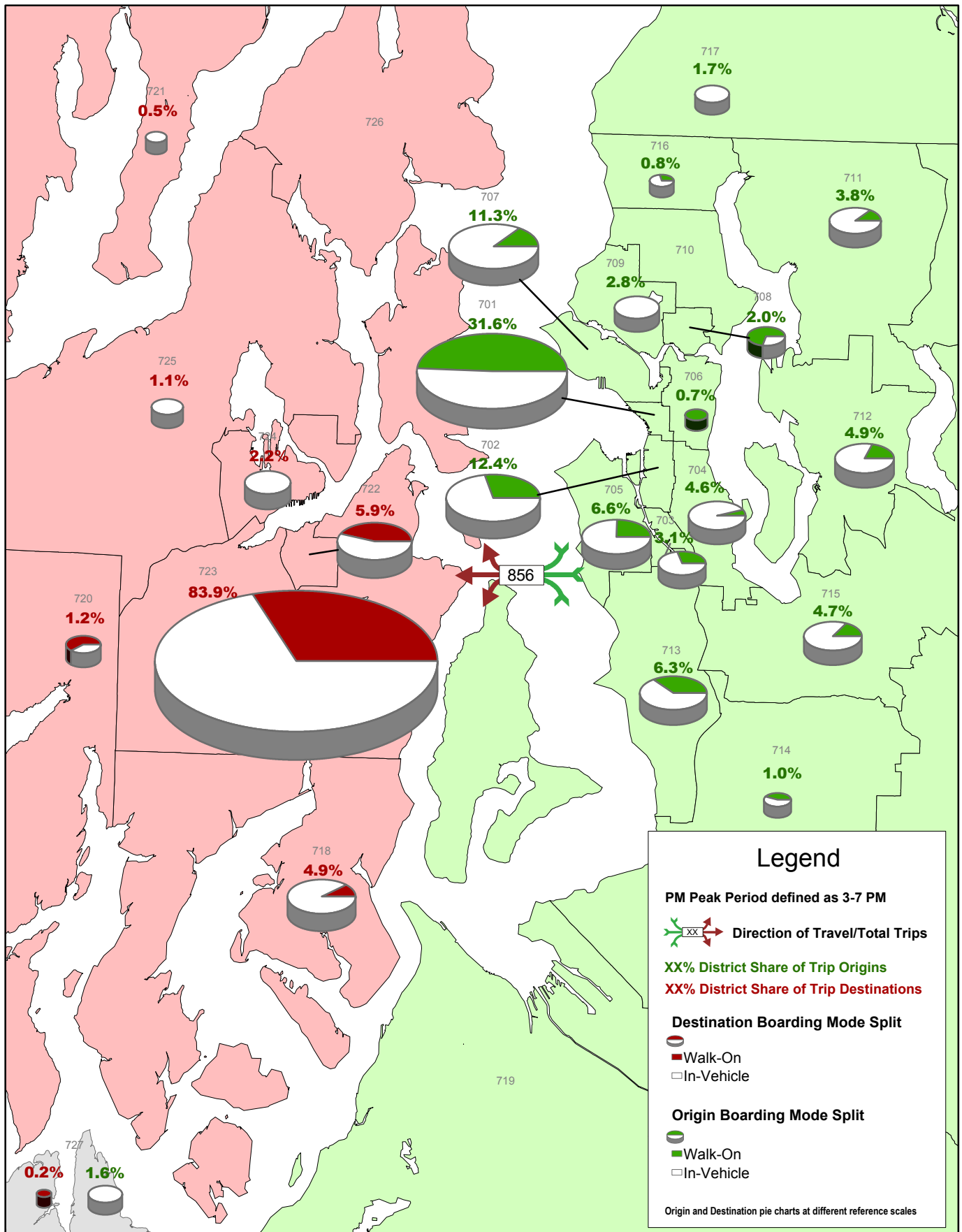


Table 6-11
Fauntleroy-Southworth O-D Trip Table
Weekday PM Peak Period – Eastbound – All Boarding Modes (2003)

ORIGIN		DESTINATION																	Origin Totals	Origin Shares
		Seattle CBD	Seattle Industrial Area	Seattle Boeing Field	South Seattle	West Seattle	Capitol Hill	Queen Anne/Lake Union/Magnolia	University District	Ballard/Green Lake	North Seattle/Northgate/Sand Point	Bothell/Kirkland/Redmond	Greater Bellevue/Mercer Island	SeaTac	Kent/Auburn/Federal Way	Renton/Issaquah	Other West King County	West Snohomish County		
		701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	727	
West Pierce County	718	2				12										2			15	6.4%
Mason County	720				2	14			3			6		2					26	11.2%
Jefferson/Clallam Counties	721													2					2	0.7%
Greater Port Orchard	722	9				12	2	2		2	2	2	6	2		2	2		41	17.4%
Other South Kitsap County	723	19	10		6	32	3	10	3	3	2		3	7		5	6		110	47.0%
Greater Bremerton	724				2	10		2		2				6	4				25	10.7%
Other Central Kitsap County	725					10	2												12	5.1%
North Kitsap County	726					2									2				3	1.4%
Destination Totals		30	10	–	9	91	6	14	6	6	4	8	9	18	6	9	8	–	234	100.0%
Destination Shares		12.6%	4.1%	0.0%	3.8%	39.0%	2.7%	5.8%	2.7%	2.7%	1.7%	3.2%	3.9%	7.9%	2.5%	3.8%	3.4%	0.0%	0.0%	100.0%

Table 6-12
Fauntleroy-Southworth O-D Trip Table Differences 2003 vs. 1999
Weekday PM Peak Period – Eastbound – All Boarding Modes

ORIGIN		DESTINATION																	Origin Totals vs. 1999	Origin Growth % vs. 1999
		Seattle CBD	Seattle Industrial Area	Seattle Boeing Field	South Seattle	West Seattle	Capitol Hill	Queen Anne/Lake Union/Magnolia	University District	Ballard/Green Lake	North Seattle/Northgate/Sand Point	Bothell/Kirkland/Redmond	Greater Bellevue/Mercer Island	SeaTac	Kent/Auburn/Federal Way	Renton/Issaquah	Other West King County	West Snohomish County		
		701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	727	
West Pierce County	718	+2				–4		–21								+2			–22	–59.1%
Mason County	720	–18			+2	–28		–4	+3			+6	–18	+2					–55	–67.7%
Jefferson/Clallam Counties	721													+2					+2	N/A
Greater Port Orchard	722	+2	–4	–4		–6	+2	+2		–2	–6	+2	+6	+2		–2	+2		–7	–14.9%
Other South Kitsap County	723	–18	+10	–4	+6	+28	–4	–11	+3	–0	–1		+3	–4	–4	+5	–1	–4	+1	0.9%
Greater Bremerton	724				+2	+2		+2		+2				+6	+4				+17	221.3%
Other Central Kitsap County	725					–7	+2							–7					–13	–52.0%
North Kitsap County	726					+2					–4				+2				–1	–24.4%
Destination Totals vs. 1999		–32	+6	–8	+9	–14	–1	–33	+6	–1	–12	+8	–8	+1	+2	+5	+1	–4	–4	–78
Destination Growth % vs. 1999		–52.0%	167.1%	–100.0%	N/A	–13.2%	–11.0%	–70.5%	N/A	–11.0%	–74.0%	N/A	–48.1%	2.8%	65.4%	109.6%	11.3%	–100.0%	–100.0%	–25.0%

Figure 6-2
Southworth to Fauntleroy (Eastbound) PM Peak Trips
by Boarding Mode

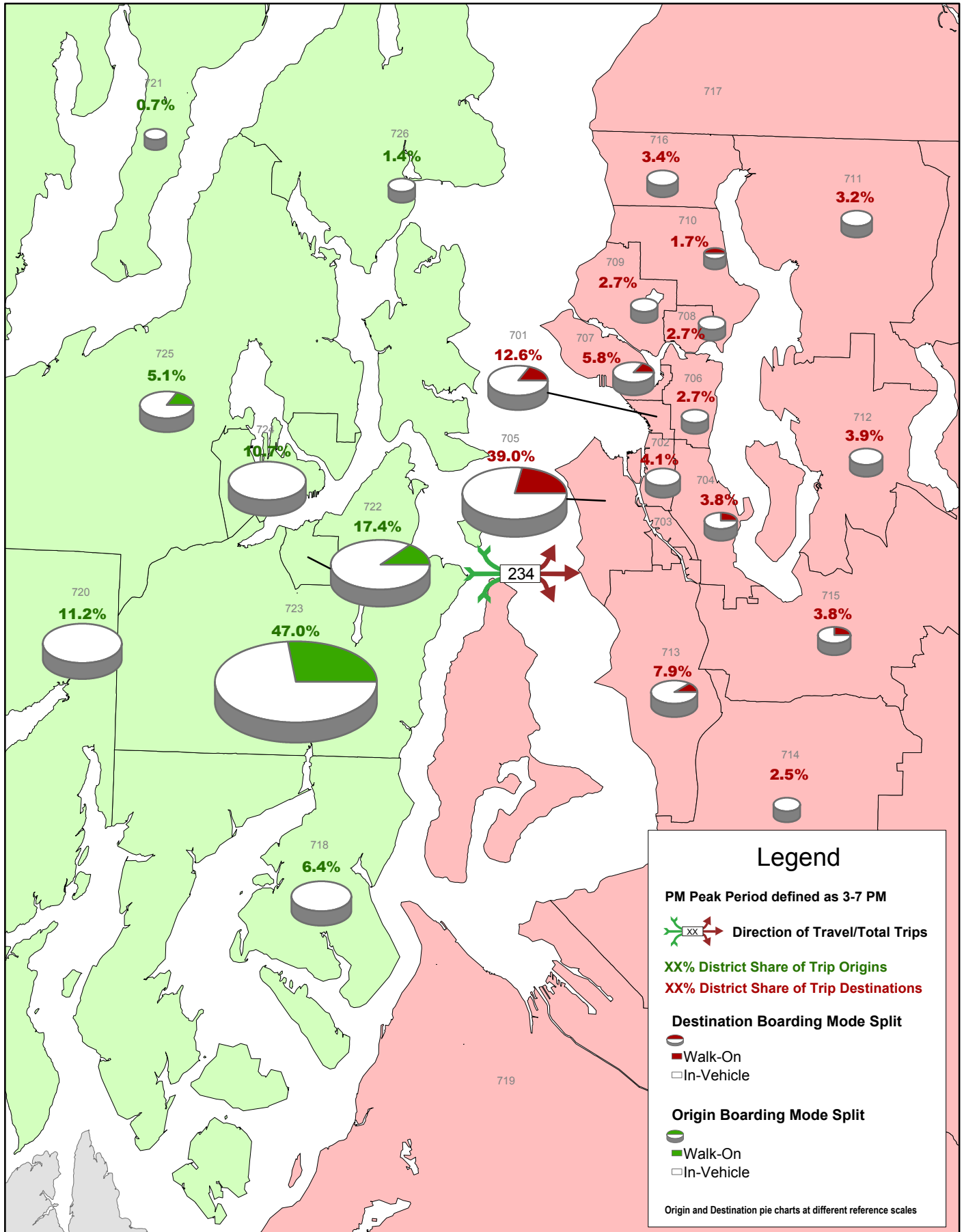


Table 6-13
Fauntleroy-Southworth O-D Trip Table
Weekday PM Peak Period – Westbound – Walk-On Boardings (2003)

ORIGIN	DESTINATION	West Pierce County	Mason County	Greater Port Orchard	Other South Kitsap County	All Other Places	Origin Totals	Origin Shares
		718	720	722	723	727		
Seattle CBD	701			16	115	2	133	50.4%
Seattle Industrial Area	702	2	4	2	23		31	11.6%
Seattle Boeing Field	703				8		8	3.1%
South Seattle	704				2		2	0.8%
West Seattle	705			2	12		14	5.4%
Capitol Hill	706		2		4		6	2.3%
Queen Anne-Lake Union/Magnolia	707				12		12	4.7%
University District	708				12		12	4.7%
Bothell-Kirkland/Redmond	711				4		4	1.6%
Greater Bellevue/Mercer Island	712				8		8	3.1%
SeaTac	713			2	18		20	7.8%
Kent-Auburn/Federal Way	714	2			2		4	1.6%
Renton/Issaquah	715				6		6	2.3%
Other West King County	716				2		2	0.8%
Destination Totals		4	6	23	229	2	264	100.0%
Destination Shares		1.6%	2.3%	8.5%	86.8%	0.8%	100.0%	

Table 6-14
Fauntleroy-Southworth O-D Trip Table
Weekday PM Peak Period – Westbound – In-Vehicle Boardings (2003)

ORIGIN	DESTINATION	West Pierce County	Mason County	Jefferson/Clallam Counties	Greater Port Orchard	Other South Kitsap County	Greater Bremerton	Other Central Kitsap County	Origin Totals	Origin Shares
		718	720	721	722	723	724	725		
Seattle CBD	701	10			5	118	5		138	23.3%
Seattle Industrial Area	702	4			5	66			76	12.8%
Seattle Boeing Field	703				4	14			19	3.1%
South Seattle	704				4	28	5		37	6.3%
West Seattle	705	5				33	4		43	7.2%
Queen Anne-Lake Union/Magnolia	707	14	4		4	61			84	14.2%
University District	708					5			5	0.8%
Ballard-Green Lake	709	5				19			24	4.1%
Bothell-Kirkland/Redmond	711					28			28	4.8%
Greater Bellevue/Mercer Island	712				5	29			34	5.7%
SeaTac	713					28	5		33	5.6%
Kent-Auburn/Federal Way	714					5			5	0.8%
Renton/Issaquah	715					29		5	34	5.7%
Other West King County	716					5			5	0.8%
West Snohomish County	717					10		4	14	2.4%
All Other Places	727			4		9			14	2.3%
Destination Totals		38	4	4	28	489	19	9	592	100.0%
Destination Shares		6.4%	0.7%	0.7%	4.7%	82.6%	3.2%	1.6%	100.0%	

Figure 6-3
Fauntleroy to Southworth (Westbound) PM Peak Period
Trip Origins & Destinations by Boarding Mode

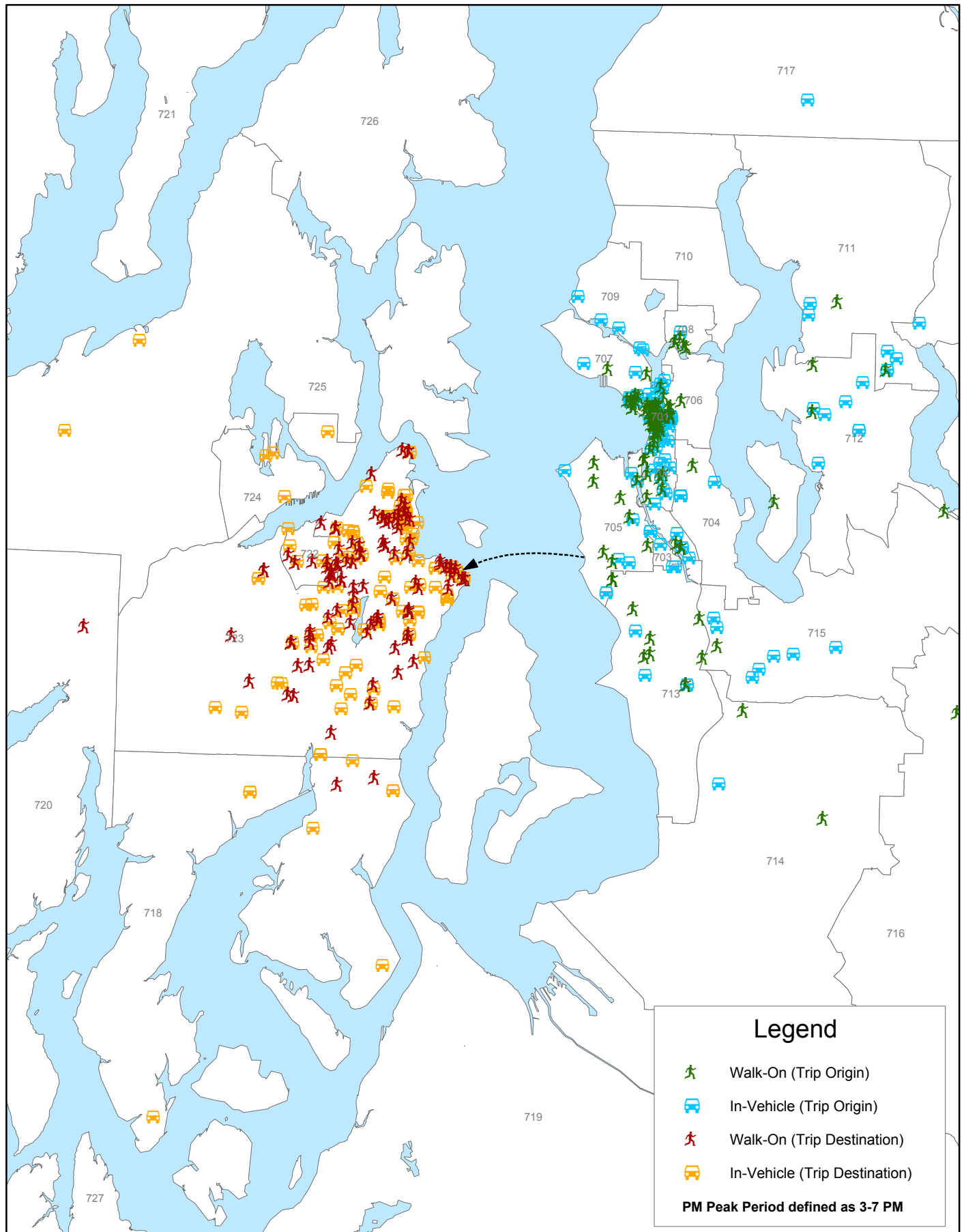


Table 6-15
Fauntleroy-Southworth O-D Trip Table
Weekday PM Peak Period – Eastbound – Walk-On Boardings (2003)

ORIGIN	DESTINATION	Seattle CBD	South Seattle	West Seattle	Queen Anne-Lake Union/Magnolia	North Seattle/Northgate/Sand Point	Sea Tac	Renton/Issaquah	Origin Totals	Origin Shares
		701	704	705	707	710	713	715		
Greater Port Orchard	722			2				2	5	13.3%
Other South Kitsap County	723	5	2	15	2	2	2		30	80.0%
Other Central Kitsap County	725			2					2	6.7%
Destination Totals		5	2	20	2	2	2	2	37	100.0%
Destination Shares		13.3%	6.7%	53.3%	6.7%	6.7%	6.7%	6.7%	100.0%	

Table 6-16
Fauntleroy-Southworth O-D Trip Table
Weekday PM Peak Period – Eastbound – In-Vehicle Boardings (2003)

ORIGIN	DESTINATION	Seattle CBD	Seattle Industrial Area	South Seattle	West Seattle	Capitol Hill	Queen Anne-Lake Union/Magnolia	University District	Ballard/Green Lake	North Seattle/Northgate/Sand Point	Bothell-Kirkland/Redmond	Greater Bellevue/Marcor Island	Sea Tac	Kent-Auburn/Federal Way	Renton/Issaquah	Other West King County	Origin Totals	Origin Shares
		701	702	704	705	706	707	708	709	710	711	712	713	714	715	716		
West Pierce County	718	2			12										2		15	7.6%
Mason County	720			2	14			3			6		2				26	13.3%
Jefferson/Clallam Counties	721												2				2	0.8%
Greater Port Orchard	722	9			10	2	2		2	2	2	6	2			2	36	18.2%
Other South Kitsap County	723	14	10	3	17	3	8	3	3			3	5		5	6	80	40.9%
Greater Bremerton	724			2	10		2		2				6	4			25	12.7%
Other Central Kitsap County	725				8	2											10	4.9%
North Kitsap County	726				2									2			3	1.6%
Destination Totals		25	10	6	72	6	11	6	6	2	8	9	16	6	6	8	197	100.0%
Destination Shares		12.5%	4.9%	3.2%	36.3%	3.2%	5.7%	3.2%	3.2%	0.8%	3.8%	4.6%	8.1%	3.0%	3.2%	4.1%	100.0%	

Figure 6-4
Southworth to Fauntleroy (Eastbound) PM Peak Period
Trip Origins & Destinations by Boarding Mode

